Storage and transit shortages for the food-

grains during the year 1989-90 were as follows:

Total storage and transit losses

Quantity (in Lakh Mts.)	Percentage of Loss on Purchase — Sales in Terms of Quantity
2.96	0.85

(b) The steps taken by the FCI to reduce the storage and transit losses are:

(i) Strict enforcement of quality specifications relating to moisture during procurement of foodgrains;

(ii) Reduction in the quantum of foodgrains filled in each bag;

(iii) Installation of weigh-bridges in depots having capacity of 5000 tonnes or more;

(iv) Minimising the use of open wagons;

(v) Administrative measures such as tightening of security at depots, intensifling surprise checks, assuring regular stock verifications etc.;

(vi) Augmentation of covered storage capacity;

(vii) Introduction of machine stitching of bags.

Charges for Payment to Wagon Builders

1828. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) what were the recommendations made by the Finance Ministry with regard to the quantum of the fabrication charges for payment to wagon builders;

(b) whether it is fact that Private Wagon Builders are given ten per cent more for fabrication as compared to public sector wagon builders;

(c) If so, the reasons for it;

(d) whether it is also a fact that some wagon builders have been over-paid crores of rupees per year because of the miscalculation by the Bureau of Industrial Costs and Price (BICP) and the Cost Accounts branch of the Finance Ministry; and

(e) If so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Ministry of Finance have recommended payment of overhead percentage of 182 per cent for the Private Sector and 200 per cent Public Sector.

(b) No, Sir.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

Hike in the Rate of Escalation

1829. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the rate of escalation at the rate of point zero one per cent to be paid to M/s. Bharat Electric and Steel Company Limited and M/s. Hindustan Development Corporation for manufacturing of CMS crossing (as agreed to in their agreement with Railway Board) has been raised to much higher per cent;

(b) if so, what was the enhanced rate and the extra amount involved in its payment; and